



**FAA**

**Airport Planning and Programming**

# **Criteria and Application Procedures for the Military Airport Program (MAP) in Fiscal Year 2021**

Title 49 United States Code (U.S.C.) 47117 designates a 4 percent set-aside of AIP discretionary funds for grants for specific projects to develop MAP designated current and former military airports to improve the capacity of the national air transportation system. The MAP is open to civil airport sponsors of joint-use military airfields or former military airports that are included in the FAA's National Plan of Integrated Airport Systems (NPIAS). The FAA administers the AIP, including MAP, in accordance with FAA Order 5100.38D Change 1, *Airport Improvement Program Handbook*<sup>1</sup>.

## **Designation Authority**

Under 49 U.S.C. 47118, the Secretary of Transportation may designate up to 15 current or former military airports to participate in the MAP in a fiscal year. Three of the 15 airports may be general aviation (GA) airports and the remaining 12 must be commercial service or reliever airports. In FY 2021, there are two GA slots and 10 commercial service/reliever slots available in the program.

## **Designation Duration**

The FAA has the option to designate an airport in the MAP for one to five fiscal years. The FAA will evaluate the conversion needs of the airport, based on the sponsor's capital improvement plan, to determine the appropriate length of designation.

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<sup>1</sup> Available online at: [https://www.faa.gov/airports/aip/aip\\_handbook/](https://www.faa.gov/airports/aip/aip_handbook/)

## Designation Considerations

Pursuant to 49 U.S.C. 47118(c), the Secretary may consider only current or former military airports for designation if a grant will:

1. Reduce delays at an airport with more than 20,000 hours of annual delays in commercial passenger aircraft takeoffs and landings;
2. Enhance airport and air traffic control system capacity in a metropolitan area or reduce current and projected flight delays; or
3. Preserve or enhance minimum airfield infrastructure facilities at former military airports to support emergency diversionary operations for transoceanic flights in locations -
  - within U.S. jurisdiction or control; and
  - where there is a demonstrable lack of diversionary airports within the distance or flight-time required by regulations governing transoceanic flights.

## Redesignation

Previously designated airports may apply for redesignation for subsequent terms not to exceed five fiscal years. Airports must still meet MAP eligibility requirements and have remaining MAP eligible projects not previously funded by the FAA. Applications will be evaluated in terms of the remaining projects, specifically fundable only under the MAP, because redesignated airports generally have fewer conversion needs than new candidates. The FAA's goal is to graduate MAP airports to regular AIP participation by successfully converting participating airports to civilian airport operations.

See Redesignation Applications below for additional requirements for previously designated airports.

## MAP Funding Limitations

By law, designated airports may receive funding for terminal building projects, parking lots, fuel farms, utilities, hangars, and air cargo terminals of not larger than 50,000 square feet.

MAP funding is limited to the available 4-percent discretionary set-aside and is allocated among the group of designated airports each fiscal year. For example, in FY 2020, \$8.8 million of MAP funds were allocated among five previously designated airports.

MAP designated airport projects are not limited to MAP funding; they may also qualify for other AIP funding if all AIP associated project eligibility and justification requirements are met.

## Eligible Airports

Current or former military airports are eligible for designation if they meet the following statutory requirements:

1. The airport is a former military installation closed or realigned under one of the following—

- 10 U.S.C 2687 as excess property. These are bases announced for closure by the Department of Defense after September 30, 1977.
  - Section 201 of the Defense Authorization Amendments and Base Closure and Realignment Act.
  - Section 2905 of the Defense Base Closure and Realignment Act of 1990.
2. The airport is a military installation with both military and civil aircraft operations as a commercial service or reliever airport (also called a joint-use airport); or
  3. The airport is a former military installation that, at any time after December 31, 1965, was owned and operated by the Department of Defense and is a nonhub primary airport.

General aviation airports can only qualify under requirement 1 of this section.

## Evaluation Criteria

The airport must meet all of the requirements of 49 U.S.C. 47118 as well as the MAP requirements listed in FAA Order 5100.38D Change 1, *Airport Improvement Program* (Table 6-14, MAP Requirements).

The FAA will evaluate applications based on (but not limited to) the following criteria:

- The potential of the airport to become a viable civilian airport that will enhance system capacity or reduce delays.
- Compatibility of airport roles and the ability of the airport to provide an adequate airport facility;
- Level of operations at the congested airport and the candidate airport;
- The capability of the airport to serve aircraft that otherwise must use a congested airport;
- Landside surface access;
- Airport operational capability, including peak hour and annual capacities;
- Potential of other metropolitan area airports to relieve the congested airport;
- Ability to satisfy, relieve, or meet air cargo demand within the metropolitan area;
- Forecast operations, enplanements, and type of commercial service anticipated, i.e., scheduled or chartered commercial service;
- The potential for the airport to be served by aircraft or users, including the airlines serving the congested airport; and
- Ability to replace an existing commercial service or reliever airport serving the area.

## Application Procedures and Required Documentation

Airport sponsors applying for designation, or redesignation, must download, complete, and submit the application program narrative. The fillable application narrative is available at [https://www.faa.gov/airports/aip/military\\_airport\\_program/](https://www.faa.gov/airports/aip/military_airport_program/). The Standard Form (SF) 424 is not required with the MAP application. Sponsors will be directed to submit a SF-424 after designation to MAP.

**Supporting Documentation**

In addition to the MAP application Program Narrative, some airports may need to submit additional information:

1. Commercial service airports requesting redesignation must provide a reanalysis of their original business/marketing plans. If there is no existing plan, the sponsor must develop a business/marketing plan or strategy.
2. Civil sponsors of joint-use military airfields must also submit a copy of the existing joint-use agreement with the military department having jurisdiction over the airport.

**Redesignation Applications**

Airport sponsors applying for redesignation to the MAP must submit the same information required of new candidates and must answer the following questions:

1. Why is redesignation needed to accomplish the transition from military to civilian use?
2. Why would funding of eligible projects under other categories of AIP, or other sources of funding, not accomplish the development needs of the airport?